

## **WSDOT Aviation Monthly Report April 2006**

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#### **City of Shelton Reviews Proposed Subdivision Adjacent to Sanderson Field**

The City of Shelton is reviewing a development proposal to construct 80 homes near Sanderson Field in Mason County. The proposal constitutes the second phase of a subdivision development located northeast of the airport. Mason County adopted an Airport Overlay Zone in November 2005 that limits residential density in areas adjacent to the airport; the City of Shelton has not adopted similar regulations. Mason County's Airport Overlay Zone prohibits urban residential development in the extended runway centerline and requires that notice of aviation activities be recorded on the deed of all properties located within a mile of the airport. The county's comprehensive analysis covered the full area around the airport, both inside and outside the city boundary, but only applies to properties that lie outside city limits. The full study was forwarded to the City of Shelton. The city has not adopted comprehensive plan goals, policies and regulations that discourage incompatible land uses adjacent to the airport, and WSDOT Aviation has urged the city to address airport land use compatibility in its GMA update, which is scheduled for completion later this year. Approximately half of the proposed residential development is located in an area identified as Compatibility Zone 4 in Mason County's study. The county's overlay prohibits urban residential development in zone 4. Because the city has yet to adopt its regulations, it cannot enforce the density limits consistent with the county overlay. In a letter to the city, WSDOT Aviation recommended several strategies to minimize the impact of the residential development on Sanderson Field. City planners are working with the developer to implement the recommendations.



#### **WSDOT Land Use Planning Workshop Provides Tools to Protect Airports**

On March 31 – April 1 airport sponsors and planners throughout the state gathered in Wenatchee for a two-day land use planning workshop sponsored by the Washington State Department of Transportation (WSDOT) and Washington State Community Airports Association (CAA). WSDOT and the CAA designed this first-of-its-kind workshop to educate participants about protecting airports from incompatible development through proper planning and coordination. Consisting of

four sessions, the workshop covered topics such as comprehensive plans, airport planning, height hazards, zoning, legal perspectives, and other related issues. Participants also engaged in hands-on group activities, which challenged them to put into practice what they learned during the sessions. WSDOT anticipates hosting more land use planning workshops in the future to help various audiences understand the harmful effects of incompatible development near airports and work collaboratively to prevent encroachment.

“Airports by their nature are attractive to development because of the amount of open land that surrounds them, said WSDOT Aviation Director, John Sibold. “That is why it is so important for our local planners to develop land use policies to protect airports while the opportunity exists – especially in the less populated areas of the state.”

As part of its Land Use Compatibility Program, WSDOT provides jurisdictions with technical assistance to adopt comprehensive plan policies and regulations to protect airports. More information about WSDOT’s Airport Land Use Compatibility Program is available at: [www.wsdot.wa.gov/aviation/Planning/default.htm](http://www.wsdot.wa.gov/aviation/Planning/default.htm).

### **WSDOT Gives Herrera Environmental and Parametrix Green Light to Prepare Aviation Stormwater Manual**

WSDOT Aviation recently asked Mike Stevens, WSDOT Environmental Services, to provide Herrera Environmental and Parametrix, Inc. with a task order that will allow them to begin scoping an Aviation Stormwater Runoff Manual. Aviation decided to pair the two consultants after learning of Parametrix’s work for the Port of Seattle on the stormwater permit for the third runway. Given Herrera’s experience with preparing WSDOT’s Highway Run-off Manual, and Parametrix’s work with Sea-Tac in designing stormwater mitigation measures, it appears as though WSDOT will get the best of both worlds in terms of consultant expertise on the project. Aviation Director, John Sibold, plans to present information on this project at the Federal Aviation Administration’s (FAA’s) Northwest Mountain Region Conference next week. Specifically, Sibold will brief FAA officials and the six State Aviation Directors in the Pacific Northwest Mountain Region.

### **Mediated Role Determination (MRD) Review Panel Continues to Gather Information on Paine Field**

The MRD Review Panel gathered for its third meeting to hear a presentation by Ryk Dunkelberg of Bernard Dunkelberg, Aviation Master Plan Consultant for Paine Field. Dunkelberg provided information on aircraft noise metrics, FAA grant assurances, and Federal Aviation Regulations. The presentation was an opportunity for the panel to learn more specifically how aircraft noise is measured at an airport, what affects aircraft noise measurements, and how an airport can affect airport operations. The ensuing discussion explained that, if the airport is held out of compliance with FAA regulations by discriminating against any particular user at the airport (or prohibiting service by any particular air carrier), it could potentially lose its Part 139 Certification. This certification is a specific condition of lease for the Boeing Company with Snohomish County. Also, since a portion of the airport was obtained through the Surplus Property Act with the federal government, the FAA could conceivably take back ownership of that airfield property.